

Mr Chairman,

In order to assist this Organization and this sub-Committee in the ongoing consideration and resolution of ECDIS operating anomalies, the IHO intends to convene a further technical workshop of stakeholders similar to the workshop conducted in January this year and reported to MSC in paper MSC90/10/1.

The IHO workshop will comprise representatives from all the key stakeholders - including IMO and IHO Member States, data service providers, ECDIS manufacturers, type-testing authorities, seafarers' organisations and others, to consider what actions may still be required and which of the organisations represented are best placed to take forward any required actions. The IHO, and we anticipate others represented at the workshop, will report on the outcomes, further progress made and any recommendations to the next session of this Sub Committee for its consideration.

I am pleased to say that, for the convenience of participants, the IMO secretariat has made the facilities here in London available to the IHO on 15 and 16 October this year. The IHO will formally announce the workshop in the next few weeks.

Mr Chairman, you may also recall that when introducing MSC paper 90/10/1, the IHO provided a verbal update on the ECDIS data presentation check and the conclusions that we had reached. Part of that brief indicated that reports received by the IHO suggest that a majority of older ECDIS systems require some form of software upgrade in order to meet the latest version of the standards agreed by this Organization.

Our verbal brief to MSC indicated that in most cases of older ECDIS equipment, there was some form of operational "work-around" that could be used until such time as a software upgrade could be obtained. We also noted that the latest systems available for use at sea meet the required standards. However we reported that in the case of one specific manufacturer, no such work-around was possible and therefore, for that manufacturers' ECDIS reference to paper charts was also required. As a result of this report, mariners were alerted by most Administrations through a combination of Notices to Mariners and through NAVAREA warning (see NAVAREA 1/048/2012).

I am pleased to report that the manufacturer in question has taken very active and positive action and has produced an upgrade patch that mariners can obtain free-of-charge. The manufacturer has also made every effort to contact all users of its equipment individually - though, this is not always possible, as we reported to MSC90. Most equipment manufacturers find it difficult to maintain contact with ships especially when those ships change hands.

I can also report that a number of other ECDIS manufacturers have reinvigorated their software updating regimes and arrangements as well as continuing their active and very constructive participation in the relevant IHO working groups.

In conclusion, Sir, it is our view that progress in resolving the outstanding issues with ECDIS operating anomalies is ongoing and generally positive and all the key stakeholders are engaged. However, work remains to be done, particularly to ensure that all ECDIS at sea conforms to the latest versions of the relevant underpinning IHO and other standards. This aspect is properly under the jurisdiction of the IMO.

The IHO, for its part, will continue to actively pursue ways to resolve the issues wherever it can, and we will report to you again at the next session of your Sub Committee.